



Director's Rule _-2017

Applicant: City of Seattle Department of Construction and Inspections	Page: 1 of 4	Supersedes: 11-2012
	Publication: _____	Effective: _____
Subject: Parking Reductions Based On Frequent Transit Service	Code and Section Reference: SMC 23.54.015.M and 23.54.020.F	
	Type of Rule: Code Interpretation and Procedural Rule	
	Ordinance Authority: SMC 3.06.040	
Index: Land Use Code/Technical Standards and Procedural Requirements	Approved _____	
	Date _____ Nathan Torgelson, Director	

Purpose

The purpose of this rule is to define Land Use Code provisions for measuring frequent transit service (FTS), which is the basis for applying parking requirements in certain areas of the city.

Background

Section 23.54.015.B.6 of the Land Use Code¹ provides that “the Director shall adopt by rule a definition of frequent transit service and a map of frequent transit service areas based on proximity to one or more transit stops providing frequent transit service.” This rule, accordingly, defines FTS, describes the practices used in mapping FTS areas, and adopts the FTS map.

This rule applies to areas within one-quarter mile (1,320 feet) walking distance from frequent transit stops located in or outside Urban Villages.

¹ As proposed in Council Bill XXXXXXXX.

Rule

A lot qualifies as having “frequent transit service” if it is in an area shown as having scheduled frequent transit service on the map included in this Director’s rule.

Measuring FTS

An area shall be defined and mapped as having “frequent transit service” if it is within one-quarter mile (1,320 feet) walking distance of a transit stop or stops with transit service headways meeting the following scheduled frequency:²

- Transit trips for at least 12 hours per day, 6 days per week with intervals between service of no more than 18 minutes and a frequency of not less than four scheduled trips per every 1.10 hours (which denotes a 10% hourly limit on variability in transit scheduling practices); and
- Transit trips for at least 17 hours of every day of the week, with intervals between service of no more than 35 minutes and a frequency of not less than two scheduled trips per every 1.10 hours (also denoting a 10% hourly limit on variability).

Any qualifying time period with sufficiently frequent scheduled service may be counted. The periods need not be consecutive to be counted. Time periods where service does not meet the frequent service criteria shall not be counted. For example, if a transit stop experiences one gap of 19 minutes between the scheduled arrival of transit vehicles in a given hour, those 19 minutes shall not be counted toward frequent service.

The 10% allowance for schedule variability will affect counting of transit service as follows: in any given period of four trips, if a combination of gaps between transit service causes the total timeframe of the four trips to add up to more than 66 minutes, the single gap that causes the exceedance of the 66 minutes shall not be counted toward frequent service.

The transit service day shall consist of a 24-hour day measured beginning with the morning time of service commencement, and include all times when transit service is provided, even time periods after midnight, until the completion of a 24-hour day. For example, scheduled service on a Friday beginning from 5:00 a.m. shall be considered to continue as Friday weekday scheduled service until the last times listed in the service schedule, which in many cases may extend to approximately 2 or 3 a.m. on Saturday morning. This establishes how periods after midnight are to be counted as part of a service day that started on the prior calendar day.

Transit service includes trips by bus, light rail, streetcar, and any other reasonably comparable mass transit services provided by a public transit agency or agencies.

Multiple transit routes travelling in the same direction may be combined to meet frequency standards.

² The Land Use Code, as proposed in Council Bill XXXXX defines “Transit service headway” as “the scheduled time interval between transit vehicles, associated with single or multiple transit routes, running the same direction at a particular transit stop.”

Measuring Distance to Transit Stops

Areas are drawn from stops providing FTS out to a maximum walking distance of one-quarter mile (1,320 feet) from a frequent transit stop.

The location of the frequent transit stop is defined as any of the following:

- Any part of a transit zone defined by bus sign, painted curbs, or similar designating feature;
- In the case of a streetcar transit stop, any part of the stop area defined by sign, platform, or similar designating feature;
- In the case of a light rail or heavy rail transit stop, either a property line of a transit station facility, or a location denoting a public pedestrian entry point to a light rail station; or
- Locations that are defined or used by King County Metro or other public transit agencies, including adjustments to transit stop locations that may occur over time.

“Walking distances” are measured along public rights-of-way, and may include walk-only routes like public staircases in rights-of-way and pedestrian overpasses. If an alley serves as the only right-of-way access route to or from a property and fulfills the role of a public street, it may be used to measure walking distance proximity to a transit stop.

Walking distances are measured from transit stops to the destination property where any part of a lot line of a property is located within a walking distance of one-quarter mile (1,320 feet) or less from the nearest transit stops that are frequently served. In the case of unit lots, this measurement shall be made from the parent lot.

FTS Mapping

The map attached to this rule shows FTS areas. FTS shall be evaluated every two years and the map updated, if warranted to reflect changes in FTS.